



# Nor'wester newsletter

Issue #639 May 25, 2018

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## Details of Senate's FY2019 Corps funding bill released

Yesterday, the Senate Appropriations Committee approved their [FY2019 Energy & Water Development Appropriations bill](#). The legislation funds the Corps at \$6.927 billion, \$100 million above FY2018 enacted levels and \$2.142 billion above the President's FY2019 budget proposal (PBUD). It provides a total of \$3.23 billion for the Corps' navigation program, with \$1.528 billion from the Harbor Maintenance Trust Fund. Account level funding includes:

- \$123 million for General Investigations (GI), an increase of \$40.4 million over the FY2019 PBUD
- \$2.131 billion for Construction General (CG), an increase of \$1.142 billion above the FY2019 PBUD
- \$3.740 billion for Operations & Maintenance (O&M), an increase of \$547 million above the FY2019 PBUD

Significant "additional funding" was included in the Senate bill, just as we saw in the House E&W legislation. A bill comparison can be found below:

	FY2019 House Bill	FY2019 Senate Bill
Overall Corps Funding	\$7,280,000,000	\$6,927,000,000
Corps Navigation Program	\$3,300,000,000	\$3,230,000,000
HMTF funding	\$1,600,000,000	\$1,528,000,000
General Investigations	\$128,000,000	\$123,000,000

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Flood & Storm Damage Reduction	\$7,500,000	\$7,500,000
Flood Control	\$5,000,000	\$5,000,000
Shore Protection	\$2,250,000	\$2,000,000
Navigation	\$10,323,000	\$9,823,000
Coastal & Deep Draft	\$6,500,000	\$9,000,000
Inland	\$6,500,000	\$6,000,000
Other Authorized Project Purposes	\$6,750,000	\$5,000,000
Environmental Restoration or Compliance	\$3,000,000	\$5,500,000
Construction	\$2,323,000,000	\$2,161,000,000
Flood & Storm Damage Reduction	\$200,000,000	\$150,000,000
Flood Control	\$180,000,000	\$150,000,000
Shore Protection	\$60,000,000	\$50,000,000
Navigation	\$525,067,000	\$500,250,000
IWTF	\$99,750,000	\$122,750,000
Other Authorized Project Purposes	\$125,000,000	\$70,000,000
Environmental Restoration	\$50,000,000	\$50,000,000
Environmental Infrastructure	\$80,000,000	\$75,000,000
Operations & Maintenance	\$3,820,000,000	\$3,740,000,000
Navigation Maintenance	\$32,902,000	\$25,000,000
Deep Draft Harbor & Channel	\$520,000,000	\$473,952,000
Donor & Energy Transfer	\$50,000,000	\$50,000,000
Ports		
Inland Waterways	\$50,000,000	\$50,000,000
Small, Remote & Subsistence	\$60,000,000	\$50,000,000
Other Authorized Purposes	\$75,000,000	\$45,000,000

PNWA is very grateful to our members of the Northwest Senate delegation who supported increased funding for the Corps in the Senate bill. Specifically, we would like to recognize Sen. Patty Murray and Sen. Jeff Merkley for their leadership on the Senate Energy & Water Development Appropriations Subcommittee in supporting programs that will benefit our Northwest region.

Now that the Appropriations Committees in both the House and Senate have passed their E&W legislation, each will need to

schedule floor time for full consideration by their respective chambers. It has been reported that the committees hope the E&W legislation is one of the first bills to move, possibly as part of "minibus". PNWA will be tracking this progress and will report additional information as it is available.

For current year funding, the FY2018 Corps workplan remains under development. It was intended to be released on May 22, however, the Administration has been delayed. PNWA continues to track this closely, and was in DC this week to advocate for workplan dollars for our [Northwest navigation projects](#). For more information, please contact [Heather Stebbings](#).

## WRDA moves forward in the House and Senate

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As previously announced, the [House](#) and [Senate](#) released 2018 water resources legislation earlier this month. Both the Water Resources Development Act of 2018 ([H.R. 8](#)) and America's Water Infrastructure Act of 2018 ([S.2800](#)) were approved by their respective Committees this week, and have been fast tracked for floor consideration. If the bills are passed by both Chambers, a conference committee will then be established to work out the differences and develop the final legislation. It is currently unclear how quickly things will move and if a final bill would be ready before the midterm elections. PNWA continues to work closely with the Northwest Congressional delegation and House and Senate committees, and will alert Nor'wester readers as information is available. For more information on PNWA WRDA priorities, view our [fact sheet](#) or contact [Heather Stebbings](#).

## The Department of Energy announces decision to abandon plans to privatize BPA

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The Washington State Congressional delegation is applauding the Administration's recent decision to abandon the plan to sell Bonneville Power Administration's assets. The Department of Energy's announcement comes after the Northwest delegation urged the Administration not to privatize BPA. Pacific Northwest Members of Congress had sent [a letter](#) to Secretary Perry and

OMB Director Mick Mulvaney in 2017, expressing their concern with the proposal in the President's budget to sell BPA's assets.

U.S. Representatives Jaime Herrera Beutler (WA-03), Dan Newhouse (WA-04), Cathy McMorris Rodgers (WA-05) and Dave Reichert (WA-08) issued a joint statement following DOE's announcement. "On behalf of the 12 million residents and businesses in the Pacific Northwest who rely on the clean, affordable hydropower generated from BPA, we applaud the Administration for responding to our concerns over the potential sale of BPA's transmission assets and making the formal decision to abandon such plans. We have voiced our strong opposition to this proposal and are grateful to Secretary Perry for continuing to study the impact a sell-off would have on our region and recognizing BPA's unique and vital role in maintaining economic vitality for our Northwest communities. It's a big relief to know that this harmful proposal will not be pursued."

## Tidewater's Crown Point receives first West Coast certificate of inspection

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Tidewater Transportation and Terminals announced their towing vessel Crown Point received the first west coast tugboat/towboat operator Certificate of Inspection (COI) issued by the United States Coast Guard Sector Columbia River.

The Crown Point is one of three custom river towboats built for Tidewater. Measuring 102'x38'x14' with 2,240 BHP, the Crown Point was designed to safely and efficiently navigate the Columbia Snake River System. More than 5,500 U.S.-flagged towing vessels will need to be compliant to the new USCG regulation by July 20, 2018.

"The issuance of this COI represents a significant accomplishment by Tidewater. It is a testament to the skills, dedication, and thoroughness of our marine employees, and Operations and EHS&S departments," said Bruce Reed, Tidewater Vice-President and Chief Operations Officer. For additional information about Tidewater Transportation and Terminals, please visit: [www.tidewater.com](http://www.tidewater.com)





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